(श्री एन के० पी० साल्वे)

सब, आप यह मंजूर करते हैं कि प्राथवेट सैक्टर का आना नितांत आवश्यक है पावर सेक्टर में और यह सब मंजूर करते हैं कि फॉरेन इनवेस्टमेंट आए बगैर यह हो नहीं सकता। तो वजूहात क्या हैं, बेसेस क्या हैं, यह मैंने आपको समझाया और अगर इसमें स्टेट्स को दिक्कत है तो हम बैठकर विचार करने के लिए तैयार हैं। यहां मैं अदब से अर्ज करना चाहता हूं कि यह टैक्नीकल सब्जैक्ट है और टैक्नीकल सब्जैक्ट टैक्नीकल लोग ही एक्जामिन करें तो ठीक है। हम इसमें कहां पहुंच पाएंगे? इसलिए मेरा निवेदन है कि अगर स्टेट्स को दिक्कत हो तो वे हमारे पास आएं। हम उनकी बात सुनने के लिए तैयार हैं। उनका निराकरण करने के लिए तैयार हैं, यह मैं आपको आश्वासन देना चाहता हूं।

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1 **THE BUDGET (RAILWAYS), 1994-95**.

2. **RESOLUTION APPROVING RECOMMENDATIONS IN PARAS 26, 28, 29, 30, 31 and 34 OF FIFTH REPORT OF RAILWAY CONVENTION COMMITTEE, 1991.**

3. **THE APPROPRIATION (RAILWAYS) NO. 2 BILL, 1994**

4. **THE APPROPRIATION (RAILWAYS) NO. 3 BILL, 1994**

THE VICE-CHAIRMAN (SHRI MD. SALIM): Now, the Railway Minister is to reply.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Mr. Vice-Chairman, Sir, I am grateful to the hon. Members who have taken part in the debate on the Railway Budget and have made valuable suggestions. It will be very difficult for me to answer everyone nevertheless I certainly assure that their points will be taken up seriously and we will also be writing to them wherever we have not been able to say anything here just now.

Sir, we have listened to the wide range of views expressed during the discussion on the Railway Budget. Members from all sections of the House have shown keen interest in the affairs of the Indian Railways. I am indeed grateful to them all. There has been some praise and appreciation and understandably some criticism as well. I do welcome criticisms from the hon. Members for that is a very important source from which we get the valuable feedback on the Railway's performance and the expectations of the people. That enables us to respond in the best interest of the country. I would like to assure the House that all suggestions that they have made will receive our earnest attention.

The Standing Committee on Railways have taken great pains to scrutinise the Demands for Grants and the performance of the Railways and have presented their Reports on various subjects, including Demands for Grants for 1994-95. I am grateful to them for their valuable suggestions and recommendations, which will be carefully examined by the Railway Ministry and the action taken will be reported to the Committee in due course. Actually, the efforts to raise the performance of the Railways in every respect is an on-going process and I have taken the House into confidence about the steps planned to be taken.

With your permission, Sir, I would like to cover briefly the areas of achievements and the action taken by the Railways and the follow-up to the announcements made in the Budget speech.

The Experts Committee has already submitted its report on the commercial utilisation of its space and property development of the Railways. The principles for the utilisation of Government land for commercial purposes in order to raise resources for development projects are yet

to be decided. The guidelines to be followed have alreay been finalised by the Committee of Secretaries, which are awaiting approval of the Cabinet.

In order to accelerate the pace of various projects, since the principles have been decided in this respect, the Railways have already started preliminary work, identified prime locations by calling for conceptual plans from eminent achittcts. An understanding on this has also been reached with the Government of Maharashtra.

With regard to the disposal of scrap as a source of raising funds it is now receiving greater attention. The value of scrap disposal has steadily improved in the recent years from Rs. 410 crores in 1981 to Rs. 540 crores in 1991-92, Rs. 679 crores in 1992-93 and Rs. 813 crores in 1993-94. Regarding passenger services, with a view to rationalise the existing pattern in terms of the number of services available, stations served etc. to cater to the needs of passengers on various routes, a study was got conducted in respect of North-South route, which is the most difficult and congested one. As a result of the study, a new train between New Delhi and Nagpur has since been introduced.

On train services, in fulfilment of my proposals in the House, 126 new trains were introduced in 1992-93 and 135 new trains during the year 1993-94.

A weekly Rajdhani Express to Bangalore via Secunderabad was introduced in November 1992. As the patronization of the train was encouraging, a Rajdhani Express to Madras was introduced in July 1993. It is being extended to Thiruvananthapuram in the current year. A weekly Rajdhani Express train has already been introduced in the current year between New Delhi and Bhubaneskar. A weekly Rajdhani Express is proposed to be introduced in the current year between New Delhi and Jammu Tawi. The Rajdhani Express from New Delhi to Guwahati has been included in the July 1994 Time Table. The track works and maintenance facilities are under development and are expected to be ready by the time the new Time Table is introduced.

Development of terminals for handling traffic is an on-going process. It is our endeavour to provide rake-handling terminals at stations where four or more goods rakes are handled per month. Goods terminals are presently planned to be provided/augmented at a number of locations, namely, Jaipur, Jabalpur, Bihar Sharif, Kanpur (Juhi), Bellary etc. Zonal Railways have been specifically asked to suggest proposals for providing more goods terminals for inclusion in the Budget for 1995-96.

Parcel terminals are presently planned to be provided at New Delhi and Bombay V.T. along with the remodelling and augmentation of passenger terminal facilities at these major stations.

With the growing volume of freight traffic on the Indian Railways, the need to have Freight Operations Information System has been recognised. The System is being implemented on the Railways, beginning with the Northern Railway. On implementation of the System, it will be possible to have an on-line status of Rolling Stock. It will be a two-tier system with computers at Central and zonal levels. Central system will handle Rolling Stock movement, whereas the Zonal system will be confined to yard management, local area management, crew, fuel invoicing, etc.

In pursuit of our commitment to provide safe and secure travel to our valued customers, I had earlier announced before this august House about providing insurance cover to the

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bona fide passengers, including pass-holders, who become victims of terrorist acts, violent attacks, dacoities, bomb-blasts. etc., during the course of their journey or within the station premises. My Ministry has finalised all arrangements in this regard.

This August House has already passed the Railways (Amendment) Bill, 1994 through which the relevant provisions of the Railways Act, 1989 and also those of the Railway Claims Tribunal Act, 1987 will be amended to cover the above accidents, in addition to the railway accidents for the purpose of payment of compensation, both for death and for injuries.

The Scheme provides a cover of Rs. 2 lakhs in case of death or permanent disability and payment of compensation ranging from Rs. 16,000/- to Rs. 1,80,000/- in case of injuries, depending upon the gravity. I hope that the insurance cover will go a long way to serve the common man by way of providing him and his dependents the much needed relief at the time of distrees and alleviate hardships of the victims of such tragic incidents.

Beginning with passenger amenities, I would like to mention that the provision has been raised to the level of Rs. 63 crores in 1993-94 and Rs. 60 crore in 1994-95 as compared to the expenditure of Rs. 36 crores in 1992-93 and an average of about Rs. 22 crores in the previous two years. The basic amenities like drinking water and additional amenities such as platforms, covers, water coolers, etc. are being systematically provided wherever there is deficiency. This is an ongoing process which is continuously monitored. The inspecting officers have been nominated to look into the amenities and initiate immediate remedial measures to rectify the shortcomings so noticed. Sir, I may add here that we have done one more thing. We have decentralised the powers. Generally, for passenger amenities money used to be released only when the proposal came right up to the Board, which was not necessary and which used to take a lot of time. Secondly, I personally believe that a lot of complaints had been made during a number of debates on the Railway Budget. When we go to the field, we find that the main person at the field level is the Divisional Railway Manager. He is the man who can go to the spot, he should keep on going and he is the man who can take a decision. That is why we have decentralised the power, Now, the funds will go directly to the Divisional Railway Manager. He would be visiting the field to find out what the inadequacy is. He should be responsible for providing the passenger amenities and if he does not behave properly, then we can take some action against him. The other thing is that the money that is being distributed all over the country, its impact is not being felt, think during the last three, four Budgets which I had presented, nearly Rs. 200 crores have been spent on this. But the impact is not there. Let them take a particular route and do it right from one end to the other so that all the problems are attended to. It can go on and in five, six years, they can cover a lot of area instead of just giving the money here and there without knowing where they spend and how they spend. God alone knows it. We have a clear understanding on this and I have told the administration to follow this kind of a programme.

So far, one AC three-tier coach has been provided in the Rajdhani Express trains between New Delhi and Bombay Central, New Delhi and Howrah, Hazarat Nizamuddin and Madras, Hazarat Nizamuddin and Bangalore and on Hazrat Nizamuddin—Bombay Central August Kranti Express. It has been decided to manufacture 65 coaches in the current year to replace chair-cars on the Rajdhani

Express. Trials of another type of AC three-tier coach are expected to be completed this summer and thereafter 20 such coaches will be provided in the current year for important long distance trains. I would like to add that the decision of the AC-3 tier coach, which is totally indigenous, is a result of the commendable joint efforts of the Research Design and Standards Organisation, Lucknow and the Rail Coach Factory, Kapurthala. There have been a lot of complaints about the cleanliness of the coaches. We have introduced a new arrangement. Travelling Safaiwallas have now been provided on important long distance trains under the control of the Train Superintendent with a conductor for effective supervision. We are fully alive to the criticism about the state of cleanliness of the passenger coaches. The Railways have now introduced jet cleaning at 92 stations all over the Railways to ensure quick and effective cleaning. A new and shift cleaning schedule has been introduced. Travelling Safaiwallas have been provided on the important long distance trains. We have also tried a new system which is at the experiment stage. We will see to what extent we can enlarge that system. This a type of chemical which is being put into the toilets. It gets dried up and evaporates. So, there is no pollution. There is no dirt either on the track or on the station premises. We are trying on those lines and we will see its performance. *(Interruptions)* Don't interrupt. Let me complete. In deference to the desires of some of the hon. Members who were demanding additional services, it has been decided to introduce a reverse Shatabadi Express between New Delhi-Chandigarh and Kalka. It is also proposed to introduce a Shatabadi Express between New Delhi and Amritsar. Efforts are on to make available suitable rolling-stock for the train. Another Shatabdi Express train between Bombay and Ahmedabad has been introduced.

[The Vice-Chairman (Shri Satish Agarwal) in the Chair]

Sir, I am aware that this is an area where the demands continue to rise. Some of the hon. Members have given suggestions, both in the House and separately. As the House is aware, the introduction and extension of train services requires substantial inputs, not only by way of rolling-stock but also by way of terminal facilities, maintenance set-up and increase in line capacity. While we are constantly providing the inputs, through our Annual Plan, the demand is always in excess of the capacity. So, rationalisation and optimal utilisation of available resources is being mae for providing more services.

Now the point of speeding up the existing services. There is a demand for speeding up the trains. During the last year, nearly 200 broad-gauge and 166 metre-gauge trains were speeded up, on an average, by 48 minutes and 35 minutes respectively. This is a continuous process. But, at the same time, the Railays received a large number of demands for providing additional stoppages of trains. Such demands have been made by hon. Members also. I would like to submit that every sytoppage takes extra time, that is, slowing down the speed, duration of the halt and then picking up the speed again. The effect of additional stoppages on the running time of long-distance express trains can well be imagined. In the case of superfast trains, particularly the public and the consumers' protection forum expect us to provide fast and comfortable service since we are levying extra charges. I would, therefore, like to appeal to all the hon. Members not to propose additional stoppages at least for such trains.

The House is aware that for expansion of the railway network and for improvement in the service, considerable inputs are required such as strengthening the track structure in order to achieve higher speed, investment in signalling and communication to enurse safe travel, computerisation

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of freight operation and passenger reservations to improve the quality of service and to achieve better customer satisfaction. There has been a severe resource crunch faced by the Railways mainly due to a decline in the budgetary support, aggravated by non-payment of the freight outstandings by the State Electricity Boards. These have severely limited the manoeuvrability of the Railways, compelling them to look for new methods to increase the internal generation of resources such as commercial exploitation of air space and land management.

Sir, I wish to assure the House that the Railways have embarked upon a policy of large-scale gauge conversion after a very careful consideration of all relevant factors. The Railways had proposed an outlay of Rs. 45,000 crores in the Eighth Plan to provide for necessary inputs for carrying the projected traffic. This was reduced to about Rs. 27,000 crores. We had a huge backlong of replacement of metre-gauge track and rolling-stock. On the one hand, the transport capacity had to be increased within a much lower outlay and, on the other hand, the share of metre-gauge was steadily falling on account of poor economics of its operation. Although the metre-gauge constituted 38 per cent of the total track kilometrage, it contributed only 8 per cent of originating freight traffic and 12 per cent of passenger traffic. As a result, the operating ratio on metre-gauge is of the order of 171 per cent, which means that we have to spend Rs. 171 to earn Rs. 100. Such a situation had to be remedied quickly in the interest of financial health of the total system. Therefore, we decided that gauge conversion was the solution to meet the transportation and development needs and, at the same time, improve the viability of the system. We noted that funds required for this purpose, over and above what the Plan provided, could be found by avoiding metre-gauge track renewals and traffic facility works including certain doubling works which would be no longer necessary because of alternative routes becoming available by gauge conversion. The gauge conversion proposals have been approved by the Planning Commission and are also consistent with the recommendations of the Committee on Expansion of Railway Network. Sir, when we took up 'unigauge' project in our hand from the year 1992-93, I had apprised the hon. Members of its advantages for the country as well as for the Indian Railways. I would like to highlight an important aspect of this project. The cost of haulage of freight traffic of M. G. system is more than twice that on B. G. system. it is also more than what we get as freight charges from our customers. Each tonne of freight carried on M. G. causes us losses. Thus by converting M.G. lines into B. G. lines, we would be replacing a highly inefficient system by a far more efficient one. Thus, while on the one hand, it would eliminate subsidising of M.G. system by B.G. system, on the other hand, an efficient B.G. system would act as a catalyst for repaid industrialisation of these region by providing free and uninterrupted movement of passengers and freight.

The Railway users are already witnessing the benefits of gauge conversion schemes that have been completed. Better train services, made possible by gauge conversion, include the Jaipur-Bombay Superfast Express, extension of the Tapovan and Devgiri Express trains to provide a direct faster service between Marathwada region and Bombay, the Madras-Kanyakumari Express, linking Madurai and Tirunelveli on broad gauge with Madras, faster trains on the Mysore-Bangalore section, direct broad gauge services for hill stations like Nainital from Delhi and Calcutta to Kathgodam and so on.

Industrial development, as a result of gauge conversion, is evident at Aurangabad and Baramati where a number of new units are coming up. Gauge conversion of certain routes has resulted in relieving congested routes or removing transport bottlenecks. The conversion of Sitapur-Burhwal has reduced the distance between Rosa and Burhwal by 53 kilometres, and has reduced congestion at Lucknow and on the route via Lucknow. The conversion of Bikaner-Jodhpur and Sawaimadhopur-Jaipur-Phulera-Merta Road serves to decongest the broad gauge route from Delhi to Bombay, and will promote sal trafic, fertilizers and POL traffic from Gujarat to Rajasthan, Haryana and Punjab. Utilisation of the Sawaimadhopur-Jaipur line has already improved to four daily goods trains as against one prior to conversion. The transhipment point at Delhi-Sarai Rohilla has been closed after conversion of Delhi-Rewari section. The conversion from Madurai to Tuticorin has reduced the distance from Erode to Kanyakumari by 78 kilometres, besides providing an alternative to the heavily worked Erode-Trivandrum line Goods traffic on the Maniachi-Tirunelveli - Virudhunagar-Madurai sections has distinctly picked up. The Purulia-Kotshila conversion provides an alternative route to the Chandil-Muri single line, and iron ore movement to Bokaro Steel Plant has also become much smoother.

In my last Budget speech, I explained to the House that the Planning Commission gave us the permission when we said that we would be take up this unigauge policy even without the funding arrangement. Naturally, you will ask, "How would we do it?" Some hon. Members also mentioned it. I would like to explain it. Gauge conversion in the past was treated almost on a par with new lines, with provision of new station buildings, service buildings, staff quarters, etc. Since it is now taken up as a strategy to enhance the operational fluidity and throughout, to improve service and boost industrial development as quickly as possible, the approach is to achieve at the least cost. While track of required standard and signalling consistent with safety and the desired speed, are catered for, only essential facilities required for passenger and freight movement are provided. Other types of secondary improvements will only be taken up later as the converted lines become more remunerative. Thus, the cost of gauge conversion is coming to about Rs. 52 to Rs. 60 lakhs per kilometre with new track on average terrain, as compared to about Rs. 80 lakh per kilometre earlier. Sir, on every kilometre, we are saving about Rs. 20 lakhs.

Sir, apprehensions have been expressed that the thrust on gauge conversion is causing adverse effect on the progress of construction of new lines and doublings. I would like to remove this apprehension, by drawing attention to the fact that the average length of new lines commissioned during the Sixth and Seventh Plans was 230 kms. and 176 kms. respectively per annum. The progress achieved during the first two years of the Eighth Plan, after we took up the Unigauge Project is 230 kms. per annum. Similarly, for doublings, annual progress achieved during the Sixth and Seventh Plans was 141 kms and 170 kms. respectively, whereas line measuring 496 kms. was commissioned during the first two years of the Eighth Plan. In fact, during the current year 1994-95, the length of doublings to be commissioned will be more than 300 kms. which is the highest in the last two decades.

Members from Madhya Pradesh will be happy to know that the work on Habibganj terminal at Bhopal will be completed during 1994-95. Gauge conversion of Ratlam-Mhow is likely to be taken up and completed in 1995-96, while Parasia-Chindwara gauge conversion, and the new line from

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Dalli Rajhara to Jagdalpur will be taken up as soon as the approval of the Planning Commission, to whom both the projects have already been referred, is received. Guna-Etawah is making good progress. In 1994-95, the section from Sanichara to Nonera will be completed. Environment clearance has just been received for Mohana-Panihar section and the same is being targeted for completion in 1995-96.

I would like to assure the hon. Member from Assam, Shri Gohain, that gauge conversion work is in progress beyond Lumding and the section up to Dibrugarh will be completed by 31st March, 1997. Funds amounting to Rs. 80 crores have been provided in 1994-95 Budget. Bogibeel bridge has already been identified as a Ninth Plan project and will be taken up after completion of the bridge on the River Brahmaputra at Jogighopa, which is now under construction.

Hon. Members from Uttar Pradesh have referred to the work of Mau-Shahganj gauge conversion. The need for the work has been accepted by my Ministry and the foundations-stone has already been laid. However, the work can be taken up only after getting the Planning Commission's approval. This afternoon, I had a discussion with the Deputy Chairman of the Planning Commission. We are likely to get his approval in two or three days. So, I am personally pursuing the same with tre Deputy Chairman of the Planning Commission. The construction work of Guwahati-Jogighopa line has not been stopped. It has only been regulated to suit the time-frame of construction of the Brahmaputra bridge at Jogighopa, which is expected to be completed by December, 1995. The line from Jogighopa to Goalpara is targeted for completion in 1995-96 and Goalpara to Guwahati in 1996-97.

Then, Sir, as regards safety, I have repeatedly mentioned in this House that safety is a prime concern of the Railways. The stress laid on this aspect has brought about a reduction in the total number of train accidents, despite intensive utilisation of the railway assets. The number of accidents which was 532 in 1990-91 has been reduced to 520 in 1993-94, while in terms of accidents per million train kilometres the figure has come down to 0.82 in 1993-94 as against 0.86 in 1990-91. The decreasing trend is continuing in the current year, despite the fact that accidents at unmanned level crossings have increased. The bureaucrats always give comparative figures. I do not believe in them. There should, actually, be no accidents at all. I have, in fact, laid stress on this aspect in the investment decisions and I have seen to it that a substantial investment is made to improve the safety standards. The Railway Management is fully alive to the need for eliminating human failure which is very often the main factor contributing to accidents. Intensive counselling, improved training and better working environment are being provided and, at the same time, the performance of critical categories of staff is regularly monitored. I do expect improvement, not only in the statistics, but also in the number of serious accidents. As I mentioned in my Budget Speech, significant allocation is being made for manning of level crossings to prevent accidents that arise from negligence of the road users. Other safety works are also being funded more liberally.

Some of the hon. Members have commented upon the poor punctuality of trains. During the years 1991-92 and 1992-93, the percentage of mail and passenger trains not losing time was 92.9 per cent, which has improved marginally to 93.3 per cent in 1993-94. I would like to assure the House that there will be no complacency in regard to improving the Railway performance further. The Railways are making every endeavour

to avoid detention of trains within their control. The running of trains is monitored round the clock at different levels. For long term improvement in speed and punctuality, measures such as strengthening of track, signalling, more powerful locomotives, better design of coaches, etc. are being taken. As mentioned in my Budget Speech, new coaches to be manufactured from the current year onwards will have air brakes for higher efficiency. But, very often the Railway's efforts are seriously affected by external causes like agitations and bundhs, squatting on tracks, alarm chain pulling, etc. The Railway authorities, at different levels maintain contact with the local civil and police authorities to enlist their co-operation for tackling these problems.

I am happy to inform the House that Magadh Express and Purwa Express are being accelerated from 1st July, 1994 so as to bring them to Delhi earlier. After acceleration, Magadh Express will reach Delhi at 10.30 A.M. while Purwa Express is scheduled to arrive at 8.05 A.M. I am also happy to announce that with effect from July, 1994, the Railways will be providing Rajdhani services both via Grand Chord and main line on Fridays ex-New Delhi, and on Sundays ex-Howrah, thereby fulfilling a long pending demand of the people of Bihar and eastern UP.

We have decided in his Budget about segregation of long distance and short distance passengers. The passenger traffic in and around 16 cities (Lucknow, Kanpur, Varanasi, Patna, Jaipur; Indore; Bhopal, Nagpur, Ahmedabad, Surat, Varodara; Pune Secunderabad Bangalore, Coimbatore and Madurai) with a population of one million and above and certain others including the four metropolitan cities, will be catered for by progressive introduction of push-pull diesel multiple units and main line electric multiple unit services, and faster air brake passenger services. DMU type push-pull services have already been introduced on 17 sections, and 8 others have been identified for such services in the near future. EMU services will be introduced on the New Delhi-Ghaziabad-Aligarh section.

The first prototype consisting of DMU, with one motor coach and two trailer coaches, has already been turned out by ICF. A rake will have three such coaches. Series production will be taken up after necessary trials. It is expected that six BG rakes and two MG rakes will be manufactured by March, 1995.

A prototype main line electrical multiple unit is being manufactured for trials on the Asanson-Bardhamans section. In addition, 120 ME MU coaches are proposed to be manufactured in the current year.

An order for 5 BG rail cars has been placed on BEML, Bangalore and production will be taken up after trials of the prototypes which is expected shortly. Action has also been initiated for 5 MG rail cars. Five sections have been identified for introduction of rail buses. I would like to inform the House that Research Design and Standards Organisations, Lucknow have played a key role in designing the customer-friendly rolling stock such as diesel|electrical multipe units and rail cars just mentioned by me. Sir, with this new arrangement of segregation of short-distance and long-distance passengers, I am sure, we get the cooperation of the Members not to bring pressure to stop the long-distance passengers And sometimes it is being made a prestige issue and pressure is being brought because of which not only the lines' capacity gets wasted but it also troubles the long-distance passengers.

Sir, some of the hon. Members pleaded for expediting the progress of railway electrification projects. I wish to assure the House that railway electrification continues to remain a major thrust area for the

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Indian Railways. In our Eighth Plan proposals, the intension was to complete electrification of 3,500 route kilometres with an outlay of Rs. 1,709 crores. With the outlay being reduced to Rs. 1,350 crores, the target was brought down to 2,700 RKM. Out of this, we have completed 479 RKM and 505 RKM in the first two years of the Eighth Plan. Achievement of the Plan target will require stepping up of annual targets as well as the financial outlay. At this juncture, it becomes necessary to reckon one or two other factors that are relevant. First, gauge conversion of certain routes provides alternative routes to sections that would otherwise justify electrification. Secondly, in the immediate context, there is a degree of mismatch between the requirement of electric locomotives and their production, which is somewhat lower. This situation is expected to get remedied in the next few years and it would be advantageous to have investment on railway electrification guided by this basis also, among others. Keeping all factors in view, the Railways are maintaining adequate progress of electrification. Sanction of new projects and execution of projects will be done, with due regard to the priorities of the different routes and sections.

Sir, again this is another area where, I am sure, the House will appreciate. The cost of Railway electrification for a double-line section has steadily gone up during the last decade to about 60 lakhs per route kilometre for sections energised in 1992-93. Through technical innovations, rationalised working, reduction in time period for execution, economy in buildings, reduction in overheads, etc., the cost is proposed to be brought down to about Rs. 50 lakhs per route kilometre. That is, per every route kilometre, Rs. 10 lakhs will be reduced. RDSO and the Railway Electrification Organisation have been instructed to formulate further steps for implementing the guidelines.

Sir, I would like to inform the House particularly one thing that in this Budget, we have planned everything on the basis of need. I wish to assure the House that the Railways are fully conscious of the developmental needs. But, a bigger Plan does not necessarily mean that it is the most effective or useful Plan. Resources are scarce and costly, and they have to be utilised optimally. What I have in mind is that our investment in any type of Plan activity should be strictly related to the level of need in that area of activity. Procurement of rolling stock is an area where we have been making the maximum investment input in the past few years. Now, we have reviewed the position in totality. We find that, in the first two years of the Eighth Plan, the offer of freight traffic has been much lower than expected. There has been a drop in average lead also, thanks to the increase and spread of industrialisation; which is certainly a welcome development from an overall point of view. With the growing accent on improved maintenance and operating practices, we are confident to achieve higher mobility of our rolling stock, thereby improving the productivity and reducing the requirement of additional rolling stock and, therefore, the Ministry has undertaken the execise to determine the need of additional rolling stock on the basis of actual requirement Taking into account the factors just mentioned. I assure the House that adequate provision has been made for rolling stock to cater to the traffic needs.

Similarly, passenger traffic growth which was projected at 5 per cent did not materialise. The first year of the Plan registered a drop of 4.6 per cent and in 1993-94 also, the growth was poor. For 1994 95, therefore, we have estimated a modest growth of only 2 per cent.

With progressive gauge conversion, the need for replacement of overaged metre gauge coaches has come down drastically. Besides, with the smoother and uninterrupted flow of traffic due to elimination of transhipment points, as a result of progresive gauge conversion, we expect appreciable improvement in utilisation of broad gauge coaches I am glad to inform the House that we are in a position to export surplus metre gauge coaches. To sum up, as a result of review, we have been able to bring down the procurement of coaches to 1400 from 2139 last year.

In pursuance of the decision to enter the export market for the sale of MG rolling stock, an Export Promotion Committee has been set up in the Ministry of Railways and arrangements made to ensure expeditious response to all export enquiries. Details have been sent to Indian Embassies for wide publicity. The thrust on exports has led to negotiations for leasing five locomotives to Bangladesh; these are at an advanced stage. RITES have also signed a contract with Vietnam Railways for export of 10 new air-conditioned and 5 new ordinary sleeper coaches.

In the Budget speech, I had mentioned that Railways are contemplating to bring about organisational and structural changes in order to improve the productivity and create an environment in which customer service and customer comfort get over-riding priority. I am happy to report to the House that a Committee has since submitted its report and some of the recommendations have already been accepted. A high-powered committee has been set up to work out modalities for implementation of decisions already taken.

I had also mentioned about the need to redefine the geographical jurisdiction of zones and divisions, keeping in view the altered volume of tariff flows, as a result of gauge conversions, so as to facilitate effective inspection and supervision over field working. Work is in progress for collection of relevant information which is being studied by a Committee in the Railway Ministry. The Committee is expected to finalise its report soon and a decision will be taken with due regard to operational and financial viability of the new units.

Sir, with the changing scenario, emerging with the large-scale gauge conversion and changes in the pattern of traffic flows, besides the review of the requirements of rolling stock mentioned by me earlier, we have also undertaken a global review of the facilities available for maintenance of rolling stock, by way of carriage and wagons workshops and loco sheds. It is expected that the review will bring out a degree of redundancy —both of manpower and machine capacity. It will be our endeavour to utilise the redundant manpower capacity, to the maximum extent possible, by organising training and deployment of surplus manpower and the total capacity, by launching judicious and viable schemes of diversification.

Sir, it is well known that Indian Railways are one of the largest employers in the country. In that capacity we have all along been giving a high priority to the diverse measures of staff welfare, which have maintained their morale at a fairly high level, which has contributed to the all round development of the Railways. Sir, we are concious of the fact that the inevitable process of reforms and globalisation may be causing a degree of apprehension regarding a possible shift in our approach towards our work force.

Sir, I would like to assure the House, through you, that the interests and welfare of staff will continue to occupy the foremost place in our minds while implementing the reform

[Shri C. K. Jaffer Sharief]

measures. I would also like to inform the House that we shall continue to maintain full transparency while deliberating and deciding upon the modalities of implementation of the reform measures so that all segments of our work force feels fully involved and secure in the entire process. I had mentioned in my speech about the setting up of a Railway Catering Corporation for improving the catering services. The basic scheme for the Corporation has been drawn up. The RITES have been commissioned to prepare a project report, which is expected shortly. Thereafter, the matter will be placed before the Cabinet for approval.

As far as the defreezing of the Eklakhi-Balurghat Project is concerned, in deference to the aspirations of the people from West Bengal, voiced by their MPs., I have already announced the defreezing of the work on the Eklakhi-Balurghat Project. An amount of Rs. 1 crore would be provided as outlay for the work during 1994-95.

The survey for a new line between Rajpura and Chandigarh has just been completed. The report is under examination and once the results of the survey are finalised, the proposal would be sent to the Planning Commission.

Sir, ever since our Government came to power in 1991, I have laid great stress improving the quality of our service to the people. All the measures that I have initiated since then have this ultimate objective.

Computerised reservation, which has given immense satisfaction to the passengers, has been expanded. A.C. Sleeper travel in made affordable by the introduction of the 3-tier A.C. coaches. Both short-distance travellers around urban centres and long-distance passengers would be benefited by the measures such as push-pull services, DMU services and main-line EMU services. Gauge conversion has enabled us to improve our service and economy of operation, besides stepping up the development of the various regions. In the face of dwindling budgetary support, the Railways have stepped up internal resource generation and created the Capital Fund. This is a step towards self-reliance. Technological upgradation of the rolling stock and of the signalling and track systems is being constantly pursued, aided by indigenous research and technology transfer. It is our earnest hope that the Railways would continue on the path of progress, with more efficiency, higher speed, better safety and improved quality of service.

In cherishing this hope, our endeavour would be to place a substantially higher degree of reliance on the active and direct involvement and support of the organised labour, in order to adequately fulfil the Railways' ultimate goal of service to its users and the people of India.

Now, Sir, there are one or two points I would like to mention. Our friends from Gujarat—particularly, from Kutch—have been repeatedly demanding about improving certain services. They have a number of narrow gauge and metre gauge services, which are coming in the way of their economic development. I want to assure them. I would be visiting their area. In fact, we have fixed the date also. Just this morning, I had a discussion with the Chief Minister of Gujarat, when he called on me. The date is decided. If our Congress Session is not going to be there on the 4th, we would be there on that day. I am sure my friends from Gujarat would be satisfied with this.

My friend from Bulandshahar,

SHRI JAGESH DESAI (Maharashtra): Why only Kutch? What about Maharashtra?

SHRI DINESHBHAI TRIVEDI (Gujarat): Would you visit Kutch in the near future? Would you visit Bhuj in the near future?

SHRI C. K. JAFFER SHARIEF: My friend from Bulandshahar gave very good suggestions. In return for his constructive suggestions, he asked for two coaches. I would definitely look after his interests.

SHRI SANGH PRIYA GAUTAM (Uttar Pradesh): Thank you.

SHRI C. K. JAFFER SHARIEF: My friend, Mr. Jagesh Desai, is a prominent Member. He has always been very constructive. We have always taken interest in Maharashtra. The other day, I went there. We had a long discussion with the Chief Minister of Maharashtra about the B.U.T.P. Only this morning, the World Bank officials had discussions with our Ministry officials. Sir, earlier, there has been a feeling in this House as well as the other House.

An hon. Member mentioned 5.00 P.M. that the particular region from which any Minister comes, is looked after well. You have heard me. If all the areas which have been covered belong to Karnataka because I belong to Karnataka, I am very proud of it because the whole country belongs to me. ... (*Interruptions*)

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): Let him conclude.

SHRI DINESHBHAI TRIVEDI: We are grateful to you, Sir. I request you to visit the area at your earlist, possibly before the end of this session.

श्री सुन्दर सिंह भंडारी (राजस्थान) : उपसभापति जी, मुझे मंत्री जी से एक ही सवाल पूछना है, स्टैंडिंग कमेटी ने भी यह मांग की है कि जिस तरह से दूसरी मिनिस्ट्री परफारमेंस बजट पेश करती है, क्या इस प्रेक्टिस को आप रेलवे मंत्रालय पर भी लागू करेंगे?

श्री सी0के0 जाफर शरीफ : आप कृपया दोबारा कहें।

SHRI SUNDER SINGH BHANDARI: This is about Performance Budget. Every Ministry submits its Performance Budget. Will the Railway Ministry also do so? You are not doing so at present.

SHRI C. K. JAFFER SHARIEF: Whenever we have presented a budget, we have always mentioned about our performance. If you look at the Budget speech...

SHRI SUNDER SINGH BHANDARI: The Budget speech is something else.

SHRI C. K. JAFFER SHARIEF: We have mentioned about our performance. We have also said what we were going to do.

SHRI SUNDER SINGH BHANDARI: You do not cover everything that you promise in your Budget Speech or elsewhere throughout the year. The Performance Budget will give us a clear picture of how much has been achieved and what remains to be done. So, that gives you, the people and Parliament Members a clear picture of the working of the Railways.

SHRI C. K. JAFFER SHARIEF: Fine. We can do so. There is nothing to hide. In fact, I may add here that perhaps the Railway Ministry is one Ministry which is so transparent. We formed the Consultative Committee attached to the Railway Ministry. We have formed three groups and the three groups went into all the areas of functioning of the Railway Ministry. They submitted their reports. The convenors of all the three groups, who chair them, are all members of the Opposition. ... (*Interuptions*)

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): Normally, after the reply is over, there is no procedure for seeking further clarifications. .....(*Interruptions*) Even then, I am prepared to accommodate. You please take your seats. I will permit one by one for two seconds each. Please take your seats.

Yes, Mr. Narayanasamy. Don't make a speech... (*Interruptions*)

SHRI V. NARAYANASAMY (Pondicherry): Thank you very much, Sir.

Mr. Vice-Chairman, Sir, there was a specific demand from Tamil Nadu about the Rajdhani Express that was given to us about two years ago by the hon. Minister. I am grateful to him for that. Now that train has been extended up to Trivandrum. It is only once a week. We want that there should be an exclusive train for Tamil Nadu, especially the Rajdhani Express. For Trivandrum you can have a separate train. Let us not keep it with that. I have no grudge about this, number one.

Number two, we want that the Rajdhani Express should be thrice a week. We have been demanding this.

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): You have made the point. ... (*Interruptions*)

SHRI V. NARAYANASAMY: The hon. Minister has been saying that if the traffic increased, he would consider it. It is more than 300 persons. ... (*Interruptions*)

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): You have made the point. ... (*Interruptions*)

SHRI S. MUTHU MANI (Tamil Nadu): Sir, the Rajdhani Express from Delhi to Bombay is going on all the seven days of the week. So, the Centre is partial. (*Interruptions*)....

It is sending the Rajdhani Express to Tamil Nadu only once a week. Will the Minister consider the proposal to increase the frequency of the Rajdhani Express to Tamil Nadu?

SHRI V. NARAYANASAMY: Sir, there is a misgiving in the Ministry that during the British period Tamil Nadu was given many railway lines. This is totally unacceptable for the simple reason that there is only one railway line between Madras and Kanyakumari and that is metre gauge. Therefore, I want the hon. Minister to concentrate on Tamil Nadu so that the people of Tamil Nadu can be benefited.

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): You have made your point.

SHRI H. HANUMANTHAPPA (Karnataka): Yesterday I made a point that for 100 years we have been demanding a line from Hubli to Karvar in Karnataka.

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): You also belong to Karnataka. You talk to him when he is in Karnataka.

SHRI H. HANUMANTHAPPA: Since he had not responded, I am raising it now. I want him to respond.

SHRI TULASIDAS MAJJI (Andhra Pradesh): The Hon. Railway Minister has given many new trains. I am thankful to him. I am sorry to express simultaneously that he has not mentioned even a single line for Andhra Pradesh, whereas the hon. Prime Minister hails from that State. I would like to bring to his notice that recently on 2nd May, 1994 a tragedy had occurred in Andhra Pradesh where 30 innocent lives were lost because of the unmanned level crossing. Because of their fault these people died. I request the hon. Minister on humanitarian

grounds to accept giving Rs. 1.00 lakh as *ex gratia* relief to the kith and kin of each of the deceased. He should also accept giving employment to one member of the family of each of the deceased. Let the hon. Minister react to this favourably. The people of Andhra Pradesh will be happy over this gesture.

SHRI PASUMPON THA. KIRUTTINAN (Tamil Nadu): I wholly support Mr. Narayanasamy. Almost all sections of the people of Tamil Nadu wish to have a Rajdhani Express exclusively from Madras to New Delhi. Another thing is that we have got a broad gauge line connecting Madurai to Kanyakumari, Madurai to Madras and Madurai to Bangalore, but we do not have a train from Kanyakumari to Bombay. Madurai is an historic city. It is the seat of the Tamil culture. It has its own importance. It is also a business centre. We are exporting a lot of textiles from here to foreign countries. So, we should have a train connecting Kanyakumari, Madurai and Bombay.

श्री मोहम्मद सलीम : उपसभाध्यक्ष महोदय, मंत्री जी दरबार में जो-जो मांग रहे हैं, मंत्री जी देते जा रहे हैं । मैंने कुमार घाट से अगरतल्ला तक, नोर्थ ईस्ट का त्रिपुरा का वह किनारा जिसके बारे में सर्वे भी हो गया है, को अगरतल्ला तक जो स्टेट केपिटल भी है, एक्सटेंड करने की मांग की थी । यह मांग वर्षों से नोर्थ ईस्ट से भी हो रही है । दूसरा सवाल, यह है कि दार्जिलिंग में जो टाय ट्रेन है, आपका फक्र है, इंडियन रेलवे का भी, वह आहिस्ता-आहिस्ता खत्म होता जा रहा है । एंवायरमेंट फ्रेंडली भी है और बस व ट्रक के बजाय पहाड़ में अगर वह टाय ट्रेन चलती है उसको बचाने के लिये तथा मोडर्नाईज करने के लिये आप कोई कदम उठायेंगे ?

شری محمد سلیم : اپنے سجھا دھیکش مہودیہ منتری جی کے دربار میں جو جو مانگ رہے ہیں، منتری جی دیتے جا رہے ہیں۔ میں کمار گھاٹ سے اگرتلہ تک، نارتھ ایسٹ کا تریپورہ کا وہ کنارہ جس کے بارے میں سروے بھی ہو گیا ہے کو اگرتلہ تک۔ نارتھ جو اسٹیٹ کیپٹل بھی ہے ایکسٹنڈ کرنے کی مانگ کی تھی یہ مانگ ورشوں سے ساؤتھ ایسٹ سے بھی ہو رہی ہے۔ دوسرا سوال یہ ہے کہ دارجلنگ میں جو "ٹوائے ٹرین" ہے۔ آپ کا فخر ہے انڈین ریلوے کا بھی۔ وہ آہستہ آہستہ ختم ہوتا جا رہا ہے۔ بس اور ٹرک کے بجائے پہاڑ میں اگر وہ "ٹوائے ٹرین" چلتی ہے اس کو بچانے کے لئے اور ماڈرنائز کرنے کے لئے آپ کوئی قدم اٹھائیں گے۔

SHRI SARADA MOHANTY (Orissa): Sir...

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): Sarada Ji, please do not enter into arguments. There is no debate after the reply. Don't take undue advantage of the liberal Chair.

SHRI SARADA MOHANTY: I want an assurance from the hon. Minister if he is going to keep the sale proceds of scraps old materials in the next year budget or not.

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): That is all.

SHRI SARADA MOHANTY: Second question, Sir.

† [] Transliteration in Arabic Script.

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): No. It is not a question hour. I am sorry.

प्रो. राम बक्स सिंह वर्मा: उपसभाध्यक्ष जी, माननीय मंत्री जी के वक्तव्य को मैंने बड़े ध्यान से सुना है और यह खुशी की बात है कि संपूर्ण देश में गेज परिवर्तन का कार्य माननीय मंत्री जी ने काफी प्रायोरिटी से लिया हुआ है। लेकिन दुख इस बात का है कि कानपुर-कासगंज जो सेक्शन हैं मीटर गेज का, उसके ब्रोड गेज में परिवर्तन के लिये कोई स्कीम माननीय मंत्री जी ने अपने भाषण में नहीं सुझाई है। इसके बीच में जो फरूखाबाद डिस्ट्रिक्ट आता है तथा यह हाईएस्ट पुटेटो प्रोड्यूशिंग डिस्ट्रिक्ट इन इंडिया भी है। वहां से पुटेटो के ट्रांसपोर्ट में बड़ी दिक्कत होती है। तो मैं माननीय मंत्री से प्रार्थना करूंगा कि जहां गेज परिवर्तन का कार्य लिया है, तो जो कानपुर-कासगंज सेक्शन है, इस पर भी विचार करने की कृपा करें ?

श्री नरेश यादव (बिहार): उपसभाध्यक्ष महोदय, मैं माननीय मंत्री जी का ध्यान आकर्षित करना चाहता हूं। माननीय मंत्री जी ने आश्वासन भी दिया था और कल भी यह सवाल उठाया गया था कि बिहार प्रदेश की राजधानी पटना में रेल का एक जोनल हैडक्वार्टर होना चाहिये और एक डीजल शैड कटिहार में जो पूर्वोत्तर और पूर्वोत्तर सीमांत रेलवे का जोइंट है, वहां डीजल शैड लगना चाहिये।

SHRI S. MUTHU MANI (Tamil Nadu): Sir, I want to put two or three questions.

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): Not two or three. I will not permit. Please do not make a speech. Put a pointed question. You have the right to write to the Minister.

SHRI S. MUTHU MANI: Sir, there is a full doubling of track between Delhi and Calcutta, Delhi and Bombay and Calcutta and Madras. But there is no doubling between Bombay and Madras. Are the Railways having any proposal to double the line between Bombay and Madras? Are the Railways having any proposal to have a new train from Delhi to Madurai directly? I want an assurance from the hon. Minister that the facility provided to Tamil Nadu will not be affected by the extension of the existing Rajdhani Express to Thiruvananthapuram.

श्री मोहम्मद मसूद खान (उत्तर प्रदेश): मैं मंत्री जी से यह कहना चाहता हूं उनकी ख्वाहिश भी है कि वह बजट के पैसे से मऊ और शाहगंज लाईन को मीटर गेज से ब्रोड गेज में करा देंगे। लेकिन प्लानिंग कमीशन से फाईल क्लिअर नहीं हो रही है। तो क्या प्लानिंग कमीशन के सामने यह बहस करेंगे कि दो साल से जो उनके यहां फाईल पड़ी हुई है और इस वजह से 50 फीसदी कास्ट भी बढ़ गई है, अगर यह काम साल भर लेट करते हैं तो कास्ट 25 प्रतिशत बढ़ जाती है। मान्यवर, मैं मंत्री जी से कहूंगा कि जर इसमें तेजी करायेंगे और जून तक इस पर काम शुरू करवादें।

†شری محمد مسعود خان : میں منتری جی سے یہ کہنا چاہتا ہوں۔ ان کی خواہش ہے کہ 93 بجٹ کے پیسے سے ... لائن کو میٹر گیج سے براڈ گیج میں کرا دینگے لیکن پلاننگ کمیشن سے فائنل اپروو نہیں ہو رہی ہے تو کیا پلاننگ کمیشن سے ... یہ بحث کریں گے کہ ... یہاں فائنل پڑی ہے اور اس ... فیصدی کاسٹ بھی بڑھ گئی ہے۔ اگر ... سال بھر لیٹ کرتے ہیں تو کاسٹ ... بڑھ جاتی ہے۔

مانیہ ور۔ میں منتری جی سے ... کہ ذرا اس میں تیزی کرائیں گے ... تک اس پر کام شروع کروا دیں۔

†شری جلال الدین انصاری : ... ادھیکش مہودے۔ کل بھی بولتے ہوئے ہم نے منتری جی سے مانگ کی تھی کہ گیا اور پٹنہ کے بیچ کی دوری ... کلومیٹر ہے اور گیا کا ہے آپ میں بہت مہتو ہے۔ ہم ابھی بھی مانگ کریں گے کہ مانیہ منتری جی سے کہ وہ ... کلومیٹر کی سنگل لائن کو ڈبل لائن کرا دیں۔

श्री राघव जी (मध्य प्रदेश) : उप सभाध्यक्ष महोदय, मध्य प्रदेश क्षेत्रफल की दृष्टि से सबसे बड़ा प्रदेश है। माननीय मंत्री जी भी जब कर्नाटक से दिल्ली आते हैं तो मध्य प्रदेश से होकर ही आते हैं। लेकिन बड़े दुख का विषय है कि माननीय मंत्री जी ने अभी जितनी घोषणायें की हैं उनसे मध्य प्रदेश के लिये एक भी सौगात नहीं दी है। कम से कम भोपाल-इंदौर इंटरसिटी एक्सप्रैस की घोषणा कर दीजिये और कुछ नहीं तो ?

श्री सतीश प्रधान (महाराष्ट्र) : माननीय उपसभाध्यक्ष महोदय, मैं मंत्री जी से सिर्फ एक ही बात जानना चाहता हूं कि उन्होंने अपनी स्पीच में बताया कि देश की 93 परसेंट रेल गाड़ियां टाईम पर चल रही हैं। यह जो ऋइटेरिया लगाया है, वह कैसे निकाला है। अगर यह हमें समझा दें तो बहुत ही अच्छा रहेगा?

श्री जलालुद्दीन अंसारी (बिहार) : उपसभाध्यक्ष महोदय, कल भी बोलते हुये हमने रेल मंत्री जी से मांग की थी कि गया और पटना के बीच की दूरी 100 किलोमीटर है और गया का अपने आप में बहुत महत्व है। हम अभी भी मांग करते हैं कि माननीय मंत्री जी से कि वह 100 किलोमीटर की सिंगिल लाईन को डबल लाईन में कर दें।

SHRI SUDHIR RANJAN MAJUMDAR (Tripura): Sir, the hon. Minister has said many things about the improvement of railways in the country. My only request to the hon. Minister is about the extension of the line from Kumarghat to Agartala. Hon. Member, Mr. Salim, has mentioned this in his speech. I feel that our State is completely neglected.

श्रीमती उर्मिला बेन चिमनभाई पटेल (गुजरात) : उपसभाध्यक्ष महोदय, अहमदाबाद गुजरात का बहुत बड़ा इंडस्ट्रियल सिटी है। बाहर से यहां काफी गाड़ियां हर रोज आती जाती हैं। तो वैस्टर्न रेलवे का सबसे ज्यादा बाहय यातायात यहां से ही होता है। तो वैस्टर्न रेलवे का जो रीजनल केन्द्र है, वह यहां शिफ्ट

†[] Transliteration in Arabic Script.

[श्रीमती उर्मिला बेन चिमनभाई पटेल]

किया जाये । माननीय मंत्री जी, इसके बारे में सोचें, ऐसी मेरी विनती है । दूसरी बात, कंडकापोर्ट का जो बिजनेस है, वहां जो तेजी से माल आता जाता है इसके लिये कंडका, भटिंडा रेलवे लाईन के बारे में सोचें, यह बहुत जरूरी है । तीसरी बात यह है कि मध्य प्रदेश में इंदौर-भोपाल के साथ वाया गोदरा अहमदाबाद को अगर जोड़ दिया जाये तो यह भी एक बड़ा अच्छा लिंक होगा । तो इन तीन बातों पर मंत्री जी कृपया ध्यान देंगे ।

श्री. कृष्ण बाल शर्मा (हिमाचल प्रदेश): उपसभाध्यक्ष महोदय, मैं मंत्री जी से एक छोटी सी रिक्वेस्ट करना चाहता हूं कि जब से सारी ट्रेनें पठानकोट के बजाय जम्मू में रूकना शुरू हो गई हैं, तो पठानकोट का कोटा बिल्कुल समाप्त हो गया है, केवल एक-दो सीट का होता है । मेरी रिक्वेस्ट है कि एक फास्ट डे-ट्रेन पठानकोट से दिल्ली और बैक तथा एक नाईट ट्रेन वहां से चलनी चाहिये, क्योंकि इससे हिमाचल को भी, पंजाब को भी और पठानकोट के यात्रियों को भी राहत मिल सकेगी?

SHRI JAGESH DESAI (Maharashtra): Sir, regarding Maharashtra and Bombay, I do not want to say anything. But from Khurd Road to Puri, there is a single line. Thousands of pilgrims and tourists are coming to Puri from Calcutta and other parts of the country. That is why the trains are always late. I would like to know whether the Minister will see to it that the railway line from Khurd Road to Puri is made double.

SHRI SARADA MOHANTY: Sir, I associate myself with the sentiments expressed by Shri Desai.

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): Where is the occasion for associating?

मौलाना हबीबुर्रहमान मोमानी (नामनिर्देशित) : उपसभाध्यक्ष जी, मऊ और शाहगंज की छोटी रेल लाईन को बड़ी रेल लाईन में बदलने के लिये मसूद साहब ने जो कहा है, मैं उसकी ताईद करता हूं । खास तौर पर जब हम लोग मऊ से लखनऊ या दिल्ली आते हैं तो हमको 92 किलोमीटर का ज्यादा सफर करना पड़ता है । मंत्री महोदय से मैं चाहूंगा कि इस काम को जरूर करदें दूसरी बात एक और कहनी है । मैं अभी पिछली बार ट्रेन से शाहगंज होकर आ रहा था । तो मुझे शाहगंज के वेटिंग रूम में रूकना पड़ा । . . . (व्यवधान)

उपसभाध्यक्ष (श्री सतीश अग्रवाल): मुझे क्षमा करें वह अनुभव सुनायेंगे तो लंबा हो जाएगा । . . . (व्यवधान)

मौलाना हबीबुर्रहमान मोमानी : वहां वेटिंग रूम में इतनी गन्दगी और इतने मच्छर थे । कोई चौकीदार भी नहीं था । मैं चाहूंगा कि कम से कम वहां वेटिंग रूम में इसकी व्यवस्था होनी चाहिये कि कोई चौकीदार हो, कोई वहां निगरानी करने वाला हो और सफाई करने वाला हो ।

مولانا حبیب الرحمن نعمانی: آپ سبھا ادھیکش جی، متو اور شاہ گنج کی چھوٹی ریل لائن کو بڑی ریل لائن میں بدلنے کے لئے مسعود

†[] Transliteration in Arabic Script

مولانا حبیب نے جو کہا ہے۔ میں اس کی تائید کرتا ہوں۔ خاص طور پر جب ہم لوگ مئو سے لکھنؤ یا دلی آتے ہیں تو ہم کو 40 کلومیٹر کا زیادہ سفر کرنا پڑتا ہے۔ منتری مہودے سے میں چاہوں گا کہ اس کو ضرور کر دیں۔

دوسری بات ایک اور کہنی ہے۔ میں ابھی پچھلی بار ٹرین سے شاہ گنج ہو کر آ رہا تھا۔ تو مجھے شاہ گنج کے ویٹنگ روم میں رکنا پڑا۔ "مداخلت"۔۔۔ اب سبھاادھیکش: مجھے اکشما کریں وہ انوبھو سنائیں گے تو لمبا ہو جائے گا۔ "مداخلت"۔۔۔۔

مولانا حبیب الرحمن نعمانی: وہاں ویٹنگ روم میں اتنی گندگی اور اتنے مچھر تھے۔ کوئی چوکیدار نہیں تھا۔ میں چاہوں گا کہ کم سے کم وہاں ویٹنگ روم میں اس کی ویوستھا ہونی چاہیئے کہ کوئی چوکیدار ہو۔ کوئی وہاں نگرانی کرنے والا ہو اور صفائی کرنے والا ہو۔

श्री सुरेश पचौरी (मध्य प्रदेश) : उपसभाध्यक्ष जी, वहां भोपाल के पास रेलवे कोच रिपेयरिंग फैक्टरी की स्थापना वर्तमान राष्ट्रपति महामहिम शंकर दयाल शर्मा के प्रयासों से हुई। लेकिन यह बहुत अफसोस की बात है कि उस फैक्टरी में स्थानीय लोगों को रोजगार नहीं दिया जा रहा है। दूसरे, रेलवे विभाग का यह निर्णय था कि उसमें जो रोजगार दिया जायेगा उसका 50 प्रतिशत भोपाल गैस पीड़ितों को दिया जायेगा। वह भी उस निर्णय का पालन नहीं किया जा रहा है। तीसरे, यहां रेल मंत्रालय का निर्णय था कि एंसिलरी यूनिट स्थापित की जायेगी। वह भी नहीं हो पाई है। मैं आपके माध्यम से मंत्री जी से अनुरोध करना चाहूंगा कि रेल मंत्रालय के द्वारा लिये गये निर्णयों के परिपालन की दिशा में शीघ्र कदम उठायें।

THE VICE-CHAIRMAN (SHRI SATISH AGARWAL): Now, the hon. Minister is free to reply or not to reply. It is up to him.

(THE DEPUTY CHAIRMAN [in the Chair]

उपसभापति: डिस्कशन कम्पलीट हो गया मंत्री जी, आपका, रिप्लाई कंपलीट हो गया आपका ?... (**व्यवधान**) जरा ध्यान रखिये।.... (**व्यवधान**) बीच में ट्रेन को न रोकिये।... (**व्यवधान**) बोलिये मंत्री जी।

SHRI C. K. JAFFER SHARIEF: Madam, I have alreay replied to all the major issues. Some hon. Members have raised certain issues which perhaps they feel very important and I appreciate the concern shown by them. But let me clarify the position. Madam, this Rajdhani Express which Narayanasamy and also some other Members of Parliament from Tamil Nadu referred to....

THE DEPUTY CHAIRMAN: That Narayanasamy was not Mr. V. Narayanasamy. That was Mr. Y. Narayanasamy.

SHRI C. K. JAFFER SHARIEF: Yesterday the problem was that one Narayanasamy was asking of Y. Narayanasmy, why is there another Narayanaswamy? We have now taken both of them together. I want to remove certain doubts and I am sure the Members will appreciate it. I remember that Mr. Narayanasamy's

[Shri C. K. Jaffer Sharief]

voice was loud when a Rajdhani was introduced to Bangalore. Later on I came to know that this Rajdhani was lying there for 80 hours. It runs once a week, it remains there for the whole week and then it comes back. I said, "It is a criminal wastage of money on such a prestigious train." Then I said, "There is no point in it." Let us extend it to other places. Why do we allow it to lie idle in one place like that? Taking the total rakes which are available we extended it to Bhubaneswar, to Madras, to Kerala and to Jammu Tawi. Even the train that goes to Bangalore does not remain there. It goes to Trivandrum and comes back and then it goes to Bhubaneswar. Everybody wants that there must be some good prestigious train, superfast train, which can carry them fast with all comforts. So, we have met all the requirements. Please do not try to misunderstand that we have done favour to any particular region. When I came to know that it was lying for 80 hours in Bangalore, which is my place, I said, "Nothing doing. It should go to other places. Why should it be wasted?" So, you should understand this. I thought that I should explain it in between how we rationalised this. Why have we brought down the investment? The other day Members of Parliament from Tamil Nadu again said, "You have brought down the investment on ICF, Perambur. The work in the factory has gone down. Money has gone to Kapurthala." Nothing of the sort. We have brought down the investment on both the factories, not merely on one. The problem is that one train goes from Delhi to Lucknow in the night and the next day it comes back. It has got maintenance. One train which originates from Guwahati runs for four days up to Trivandrum. It runs for four days. It is also a fact. If you go on idling the rolling stock, it affects the performance. If a rake goes to a colliery for carrying coal for a power plant or a steel plant and it remains there for a week, nobody is bothered about it and it lies there. Whatever investment we make in the Railways is not in hundreds, not in thousands, not in lakhs but in crores and such kind of an investment should be properly utilised. The Members know that—it had not happened in this House; it had happened in the other House—last year the Members sat the whole night up till morning. Our friend and my predecessor Railway Minister, Mr. George Fernandes, spoke on the Railway Budget in the early morning. This year it was right up to 4 o'clock. What did the Members demand? I fully understand and appreciate the anxiety and interest of everyone. They speak for the development of their constituencies, their State, their region. How can development come unless you economise and save and make funds available for development? This is where we have rationalised, we have brought down the investment on rolling stock. We have used the money for enlarging the network. Madam, if today, I don't appreciate or the House does not appreciate, I am sure posterity will appreciate that for the first time in 40 years such a network is being developed. You go right from Guwahati to Kanyakumari and see how the work is going on. When you go to a place where gauge conversion is taking place, you ask a farmer. His land value has gone up. His borrowing capacity has gone up, which was not there earlier. People are expecting that industrialisation would come. Like that there are many aspects. I don't want to elaborate them. I am sure my friends from Tamil Nadu and other places will understand and appreciate it. They have asked for certain services from Kanyakumari to Bombay *via* Madurai and all that. We will see what we can do.

Then my friends, Mr. Salim, Mr Majumdar and others have spoken about services from Kumarghat to

Agartala. My esteemed colleague, Shri Sontosh Mohan Dev, was also pressing for it. Earlier, we thought about it. But for reasons of economic viability, this idea was given up. They requested us to have a re-look at it. We will have a fresh look at it. Beyond that I cannot say anything at the moment. There is no point in saying anything for the sake of public consumption. We must be sincere about whatever we want to do.

Some friends, especially two Maulanas, talked about Mau-Shahganj. Yesterday, there was good *shero-shayari*. But today I did not listen to anything. I was expecting some couplets. I expected that I would have some from the Chair also.

THE DEPUTY CHAIRMAN: We expected the Railway Minister to speak in a poetic form.

SHRI C. K. JAFFER SHARIEF: I must tell the hon. Members that this morning I had a meeting with the Deputy Chairman of the Planning Commission. As I said earlier, this project is also one of the project for which we are awaiting clearance. In fact, without taking the clearance of the Planning Commission, I don't go anywhere to lay the foundation. Even when I came to Mau-Shahganj. I took the permission of the Deputy Chairman, Planning Commission. I am sure we will get the permission in another two or three days. You don't have to worry about it. We will start the work very soon. That is what I would like to say about Mau-Shahganj.

Then some hon. Members have asked about punctuality. They wanted to know on what basis we have come to this conclusion. Madam, we are monitoring it. If there is any wrong report, hon. Members can certainly bring it to my notice.. We will take action. Generally, the punctuality has improved. We have got the feed-back from the people. Regarding Madhya Pradesh, they said that nothing has been mentioned. He rightly said that nobody can go anywhere without passing through Madhya Pradesh. Nobody can go to this part of the country or that part of the country without passing through Madhya Pradesh. Madhya Pradesh is the heart of the country. If there is no heart there is nothing. A heart is always there in a body. (*Interruptions*).

THE DEPUTY CHAIRMAN: Let him complete. He has only reached up to Madhya Pradesh. He has to cross Madhya Pradesh to go to Andhra Pradesh.

SHRI C. K. JAFFER SHARIEF: My sister, Mrs. Patel, has spoken about Ahmedabad. She has mentioned about Zonal Headquarters, Divisional Headquarters and decentralisation, which we are closely looking into. Actually, we are very keen that there should be decentralisation. Zones and divisions should come but on one definite ground that they have financial viability. We don't want to waste money on establihsments. We certainly need decentralisation or development. So, keeping in view the financial viability of divisions and zones, let me tell the hon. Members that if there are divisions and zones that exist without financial viability, may be, we will have the establishments there but we may use them for somewhere else. We are very clear that any division or zone should do more marketing, bring in revenues. So, there is no question of an establishment just getting salary and existing there. It must meet the requirements based in the development of the area also. We are making a very close study on this. This will be finalised soon. I am sure that Gujarat needs a certain set-up. It is all historical that West Bengal has got two zones; Maharashtra and Bombay have also got two zones each. There is need for decentralisation. But how to go about it? We are working on that. We will see how things will improve.

[Shri C. K. Jaffar Sharief]

Our esteemed hon. Member, Jageshji, has spoken regarding a line extending from Khurda Road to Puri. I cannot say anything off hand but I will bear his suggestion in mind. I will see what we can do about it.

As regards Bhopal Coach Factory and providing jobs to the gas victims, it will be very difficult for me to say anything right now. But it is an area where one has to look with sympathy. I will certainly look into this matter and take care of it. With more discussions ... (*Interruptions*)

THE DEPUTY CHAIRMAN: No more discussions... (*Interruptions*) Please sit down... (*Interruptions*) No humanitarian grounds also... (*Interruptions*) Let him finish.

SHRI C. K. JAFFER SHARIEF: Madam, I will answer one point which Mr. Hanumanthappa has raised because I must be able to go back to my State. He comes from there and if he is not satisfied, people will not allow me to enter my place. And they will say, "He spoke for the entire country but he did not speak anything for us." He mentioned about Hubli, Karwar, Harihar, Tumkur and Chitradurga. As I myself come from Karnataka. I know that we have two pots only; one at Mangalore and the other at Karwar. Karwar is being used for naval exercises. We do not know what the naval people are doing there. But the other day we had a discussion with the Surface Transport Minister who is in charge of Ports. We will also take it up with the Ministry of Defence. If they are making investments, if they are using it, then it is okay; otherwise, we will have to think of it commercially. And the Hubli-Karwar line is important to make it comercially operative. I am really very sympathetic about it. We will look into this aspect. And as regards Harihar-Kottur, it is a missing link. I cannot promise you anything now. We will have a look into that also. And as regards Chitradurga and Tumkur, I will...

THE DEPUTY CHAIRMAN: Examine it!

SHRI C. K. JAFFER SHARIEF: I will have a survey done. With these few words, I request the hon. Members to accept my proposals and return the Bills.

उपसभापति : मंत्री जी ने कहा था शेर पढ़ने के लिये । अगर आप को बुरा न लगे तो मैं शेर पढ़ दू मेंबर्स की तरफ से ।

तेरे वादे पर जिये हम तो यह जान झूठ जायेगा,
खुशी से हम मर न जाते मगर एतबार हो जता ।

यह सब मेम्बर्स की तरफ से बोल दिया इन्क्लूडिंग मिस्टर हनुमतप्पा ।

I will now put the Resolution moved by Shri C.K. Jaffer Sharief, to vote. The question is:

"That this House approves the recommendations made in paragraphs 27, 28, 29, 30, 31 and 34 contained in the Fifth Report of the Railway Convention Committee, 1991, appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues, etc. which was laid on the Table of the Rajya Sabha on the 23rd February, 1994."

The motion was adopted.

THE DEPUTY CHAIRMAN: I will now put the Appropriation (Railways) No. 2 Bill, 1994 to vote. The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1994-95 for the purposes of Railways, as

passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clause 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. K. JAFFER SHARIEF: Madam, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE DEPUTY CHAIRMAN: Now I will put the Appropriation (Railways) No. 3 Bill, 1994 to vote. The question is:

"That the Bill to provide for the authorisation of appropriation of money out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1991, in excess of the amounts granted for those services and for that year, as passed by the Lok Sabha, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI C. K. JAFFER SHARIEF: Madam, I beg to move:

"That the Bill be returned."

The question was put and the motion was adopted.

THE DEPUTY CHAIRMAN: Mr. Minister, you should remember the feelings of the Members. You have to keep all your promises.

Now, we will take up the Anti-Hijacking (Amendment) Bill, 1993 and the Suppression of Unlawful Acts against Safety of Civil Aviation (Amendment) Bill, 1993. We are going to discuss these two Bills together as decided by the Business Advisory Committee. After the discussion, if there is time, the Minister will reply. If not, he will reply tomorrow soon after the Question Hour. Now, the Minister.

The anti-hijacking (Amendment) Bill, 1993

and

The suppression of unlawful acts against safety of civil aviation (Amendment) Bill, 1993

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): Madam, I move:

"That the Bill further to amend the Anti-Hijacking Act, 1982, be taken into consideration"

I also beg to move:

"That the Bill further to amend the Suppression of Unlawful Acts against Safety of Civil Aviation Act, 1982, be taken into consideration,"

The questions were proposed,

उपसभापति : आप बोलना चाहेंगे? संक्षेप में बोल दीजिये । इसमें तो किसी को कोई ऐतराज नहीं है ।